AMENDMENTS TO THE SPECIFICATION:

Please add the following new paragraph after the paragraph beginning on page 4, line 3 and ending on page 4, line 4 to describe Figure 8a, as follows:

FIGURE 8a is an enlarged detail view of a furling mechanism used in connection with the deployable wing of FIGURE 1, showing a frustoconical roller;

Please replace the paragraph beginning on page 4, line 5 and ending on page 4, line 5 as follows:

FIGURE 9 is a left end view of the mechanism of FIGURE [S] 8.

Please replace the paragraph beginning on page 6, line 23 and ending on page 7, line 2, with the following amended paragraph to correct a typographical error:

The elevating assembly 92 is operable to adjust the angle of attack for the deployable wing 90 between 0° where the deployable wing 90 is in its storage position and a value generally of about [450] 45°. The upper end of that range, i.e., 0° to 45° is a value which substantially exceeds the stall angle for the aircraft structure without the deployable wing. More particularly, this is a reference to the stall angle as conventionally defined for an aircraft structure. The elevating assembly 92 is, preferably, continuously adjustable so that it can position the deployable wing assembly 90 at any desired position between the ends of its range. In that way, the deployable wing 90 can be controlled during its deployment.

Please replace the paragraph beginning on page 11, line 1 and ending on page 11, line 7, to correct the inadvertent omission of the "to", (ii) refer to new figure 8a, and (ii) refer to the frustoconical roller 162':

While the furling roller 162 is depicted as being generally cylindrical, it could be designed so as to be frustoconical in longitudinal cross section 162' (FIGURE 8a). In that event the ratio of the diameter at the front of the roller [162] 162' to the diameter at the back of the roller [162] 162' would preferably be selected to be proportional to the ratio of the length of the leading edge 108 (FIGURE 6) to the length of the trailing edge 110 so that the flexible surface is retracted proportionally along its length.

Please replace the paragraph beginning on page 11, line 8 and ending on page 11, line 17 as follows:

The spreader bar 88 (see FIGURE 9) may be provided with a generally U-shaped bend 170 in the middle thereof to accommodate the furling assembly 96. In addition, motor-driven threaded rods are preferably provided in the spreader bar to ~~ove~~ cover T-headed glides therein. To stiffen the spreader bar 88 against bending forces, braces 172, 174 may be attached in the vicinity of the U-shaped bend 170. To further provide structural support, the spreader bar may be provided with stiffening structures on its bottom surfaces, such as angle iron shapes or I-beam shapes. The spars 102, 104 are slidably connected to the spreader bar 88 (see FIGURE 10) by providing each spar with a T-headed glide 176 which is trapped within and slidable in a conforming slot 178 in the top of the spreader bar 88.